

Houston Planning Commission

Parking Subcommittee Meeting

Monday, June 6, 2005

Summary

Those Present:

Andy Icken

Carla Wyatt

Rick Rice, Chair

Tommy Friedlander

Victoria Brown

Bob Eury

Fred Martinez

Stella Gustavson

Theola Pettaway

Bob Carlen

Megan Sigler

Steve Flippo

Wm. Reeves Gilmore

Handouts: Agenda, draft ordinance authorizing creation of a parking authority

Presentation: Texas Medical Center (TMC) is reaching its capacity for parking and is generating enough traffic to congest the north and south corridors.

1. 40% of traffic in the area is just passing through
2. Congestion is affecting the emergency vehicles
3. TMC started to move employees to a remote site, this new idea has not been measured, but believe it will not be a big impact. Some employees take the light rail.
4. TMC has about 65,000 employees, 6,000 beds, 5,600 parking spaces, 10% (1,400) of which are remote spaces.
5. Less than 10% of employees use public transit when traveling to work

Presentation: City of Houston Parking Authority

City of Houston Parking Director, Liliana Rambo, introduced herself and discussed the proposed City Parking Authority Ordinance.

- Parking is an integral part of economic development.
- Customer service is a priority
- Education regarding parking locations, regulations, fines, etc.
- For example, the City of Hollywood, Florida has a brochure for parking locations.
 - indicates all parking in the downtown area
 - promotes new ideas to facilitate parking experience i.e. resolving parking tickets online
 - City of Hollywood has parking garages that are own by the city but run by developers
- Proposed new building at Main and MacGregor for the TMC

The main problem is older neighborhoods with new community development projects, creating a parking problem.

Discussion:

- Parking garages need to be subsidized- too expensive to be privately run in densely populated areas.
- Parking requirements/restrictions can be tailored to meet the needs of particular areas. Examples:
 - Developers on Alameda Road find that land is too expensive or not available for on-site parking. They would like to relax the parking requirements.
 - Rice Village property owners find that inadequate on-site parking causes parking troubles on both commercial and residential streets in the area.
 - Increased structured parking in the TMC may cause area roads to quickly reach capacity. This area may need to establish parking caps.
- College campuses are good examples of areas with limitations on parking.
- We need to measure capacity of roads to define 'over capacity'
- Public private partnerships are needed to resolve capacity issues.
- Developers might pay for street widening or local circulators to address capacity issues.
- How do you ration parking without zoning?
- Existing parking requirements are not working in the urban area: we're losing curb space, new permit parking areas limit employee parking for existing businesses, retail opportunities are growing in urban areas increasing the need for additional parking
- We should anticipate the need for neighborhood parking lots
- Proximity to parking is crucial
- Parking cannot be addressed on an ad-hoc basis

Next Steps:

E-mail thoughts regarding broad vision to Rick Rice, Chair for discussion at the next meeting on July 18th.